



# THE CHINA MAIL.

No. 9553.—SEPTEMBER 21, 1893.

## Mails.



STEAM FOR  
STRAITS, CEYLON, AUSTRALIA,  
INDIA, ADEN, EGYPT.  
MEDITERRANEAN PORTS,  
PLYMOUTH AND LONDON.  
Through Bills of Lading issued for BATA-  
VIA, PERSIAN GULF, CONTIN-  
ENTAL AND AMERICAN PORTS.

THE Steamship ROSETTA, Captain  
C. Gadd, carrying Her Majesty's  
Mails, will be despatched from this for  
HOMAY, (connecting at Bombay with  
S.S. PENINSULAR, which Vessel takes  
her Cargo for LONDON, via SUEZ  
CANAL, leaving that port on the 21st  
OCTOBER, 1893), on THURSDAY,  
the 26th September, at Noon, taking Pass-  
engers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France,  
and Tea for London (under arrangement)  
will be transhipped at Colombo into a  
steamer proceeding direct to Marseilles and  
London; other Cargo for London, &c., will  
be conveyed via Bombay.

Parcels will be received at this Office  
until 4 p.m. on the day before sailing. The  
contents and value of all packages are  
required.

Shippers are particularly requested to  
note the terms and conditions of the Com-  
pany's Bills of Lading.

For further particulars, apply to

H. H. JOSEPH,  
Superintendent,  
P. & O. S. N. Co.'s Office,  
Hongkong, September 14, 1893. 1651

Occidental & Oriental Steam-  
ship Company.

TAKING CARGO AND PASSENGERS  
TO JAPAN, THE UNITED  
STATES, MEXICO, CENTRAL AND  
SOUTH AMERICA, AND EUROPE,  
VIA

THE OVERLAND RAILWAYS,  
AND  
ATLANTIC & OTHER CONNECTING  
STEAMERS.

VIA INLAND SEA OF JAPAN AND  
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaelic (via Nagasaki) THURSDAY, Sept. 28,  
Kobe, Inland Sea, at 1 p.m.

Belgic (via Nagasaki) THURSDAY, Oct. 26,  
Kobe, Inland Sea, at 1 p.m.

Oceanic (via Nag-  
asi, Kobe, Inland Sea, TUESDAY, Nov. 14,  
Sea, Yokohama, at 1 p.m.

Honolulu) ...

THE Steamship GAEIL will be  
despatched for SAN FRANCISCO,  
via NAGASAKI, KOBE, INLAND SEA  
and YOKOHAMA, on THURSDAY, the  
26th September, at 1 p.m., connection  
being made at Yokohama with Steamers  
from Shanghai.

Steamers of this line pass through the  
INLAND SEA OF JAPAN and call at  
HONOLULU, and passengers are allowed to  
break their journey at any point en route.

Through Passengers Tickets granted to  
England, France, and Germany by all trans-  
Atlantic lines of Steamers, and to the pri-  
cipal cities of the United States or Canada.  
Rates and particulars of the various routes  
may be obtained upon application.

Special rates (first class only) are granted  
to Missionaries, members of the Naval,  
Military, Diplomatic, and Civil Services,  
to European officials in service of China  
and Japan, and to Government officials and  
their families.

Passengers who have paid full fare, re-  
embarking at San Francisco for China or  
Japan (or vice versa) within one year, will  
be allowed a discount of 10 per cent. This  
allowance does not apply to journeys  
from China and Japan to Europe.

All Parcel Packages should be marked to  
address in full; and same will be received  
at the Company's Office until 5 p.m. the  
day previous to sailing.

General Invoices to accompany Cargo  
destined to points beyond San Francisco  
to the United States, should be sent to the  
Company's Office, addressed to the Collector  
of Customs, San Francisco.

J. S. VAN BUREN,  
Agent.  
Hongkong, September 6, 1893. 1652

WINDSOR HOTEL,  
(In Connaught Building),  
QUEEN'S ROAD, HONGKONG.

THE Private Hotel heretofore carried on  
in WINDSOR HOUSE has now been  
removed CONNAUGHT HOUSE.

Each Bed-room has its own Bath-room,  
Hot and Cold water. Passengers Elevator  
to all floors.

Charges from \$2 per day upwards.  
Special rates for Families or Permanent  
Bordure. Office, 1st Floor, to let. Un-  
furnished, and Room with or without  
Board, by day or month. Apply at the  
Office, No. 37, 3rd Floor.

Hongkong, August 23, 1892. 1653

COLLEGE OF MEDICINE FOR  
CHINESE.

PRESIDENTS in the Colony would  
materially aid the SENATE of the  
COLLEGE by forwarding to the ALEXIS  
MEDICAL HOSPITAL

(1) Glass Jars (for museum purposes),  
(2) Illustrated Papers and Books for the  
Student's Reading Room and Library.

Address to  
JOHN C. THOMSON,  
Hon. Sec. to the College,  
Hongkong, February 25, 1893. 1643

## Notices to Consignees.

STEAMSHIP SAGHAIEN.  
COMPAGNIE DES MESSAGERIES  
MARITIMES.

### NOTICE TO CONSIGNEES.

CONSIGNERS of Cargo from London  
via S.S. Tancis and Labourdonaids,  
from Havre, or S.S. Tancis, and from  
Bordeaux, or S.S. Suez Canal, and from  
Marseilles and Pt. Lemoi. Laities  
in connection with the above Steamer, are  
hereby informed that their Goods, with  
the exception of Opium, Treasure and  
Valuables, are being landed and stored  
at their risk at the HONGKONG & KOW-  
LOON WHARF & GODOWN COMPANY's,  
at Kowloon, whence delivery may be  
obtained immediately after landing.

Optional Cargo will be forwarded on, unless  
intimation is received from the Consignees  
before Noon To-day (Wednesday), the 20th  
Inst., requesting it to be landed here.

Bill of Lading will be countersigned by  
the Underwriters.

Goods remaining unclaimed after WED-  
NESDAY, the 27th Instant, at Noon, will be  
subject to rent and landing charges.

All Claims must be sent in to the  
Company's Office, the 27th Instant, or they  
will not be recognized.

All Damaged Packages will be examined on  
TUESDAY, the 26th Instant, at 3 p.m.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,  
Agent.

Hongkong, September 20, 1893. 1631

COUPON FOR SWITZERLAND

## THE CHINA MAIL.

For Tsui, captain of the ferry launch *Tai Pei*, who was charged on Monday at the Magistracy with carrying an excess of passengers from Hongkong to Yunnan, was discharged this morning by Mr. Wodehouse.

CHINESE will be sorry, from one point of view, to learn that Mr. B. K. Herbert has been appointed to the *Victory*, for the *Hazard*, in lieu of Chief Engineer, and Lieutenant J. M. de Robeck to the *Britannia*.

As will be seen from our advertising columns, permission has been granted for Event No. 5 in the Gymkhana programme to take place inside the training track at the Happy Valley Course.

It was circumspectly stated last night that Commander Ashe had been sent to Hospital. It is Staff-Commander Percy Lilburn who has been attacked by fever on board the *Victor Emmanuel*. Another man was sent from the receiving ship to the Hospital this morning.

The *Singapore Free Press* says the correspondence between the Government and Mr. T. H. Whitehead, with regard to the Retrenchment Commission forms an interesting record of the Crown Colony Officials' method of 'how not to govern a Colony.'

CAPTAIN HOMERY, for many years in command of the *Saghalien*, has left the services of the Messengers Maritimes and accepted a lucrative appointment as manager of some tobacco factory at Montpellier, France. He is succeeded in the command of the *Saghalien* by Captain Le Gall, formerly on the Madagascar command.

Lu Sui Pan, compradore to Mr. Chant, appeared at the Magistracy this morning and informed Mr. Wodehouse that the alterations in the water services at 6 Jubilee Street were carried out by his instructions. Ching Li, sitter, 13 Fat Hing Lane, and Chu Kam, 6 Jubilee Street, who had been charged with making the alterations, were accordingly discharged.

A CORRESPONDENT writes to us complaining of the charge of \$1 made by the Committee of the Victoria Recreation Club for the Smoking Concert to be held in the Gymnasium next week. He points out that the Smoking Concert Club charges only 22 for the season. At first sight it certainly looks as if the charge for the Recreation Club 'smoker' is too high, but it must be borne in mind that whereas the Smoking Concert Club can carry on with very little expense and has no object in accumulating funds, the V.R.C. is in a chronic state of poverty and is apparently holding these smoking concerts specifically for the purpose of 'raising the wind.' When the accounts are published for the year it will be found that more money has been spent on structural alterations at the Gymnasium and Boat-house and upon the provision of facilities for bathers than in former years, and it is with the laudable object of obtaining money to meet this expenditure (whatever may be the diversity of opinion amongst the members as to the wisdom of entering upon some of it) that so high a charge is made for admission to the concert. If there is a feeling in mind that whereas the Smoking Concert Club can carry on with very little expense and has no object in accumulating funds, the V.R.C. is in a chronic state of poverty and is apparently holding these smoking concerts specifically for the purpose of 'raising the wind.'

The Straits Currency Commission sat on the 14th inst. to consider their report. The *Singapore Free Press* says that great division of opinion exists and it is therefore probable that whatever form the report takes it will be duly digested with riders.

A COOK belonging to the steamer *Fushun* having attempted to smuggle on shore at Shanghai eight revolvers from Hongkong, was caught by a French constable the other day and was handed over to trial to the Chinese magistracy. Since the *Kolo Hui* troubles, the Chinese law against the smuggling of firearms has become especially severe, and the unlucky cook will doubtless feel its full extent.

We see by home papers that two officers of the 1st Highlanders, Capt. D. Henderson and S. L. Robinson, have passed the Staff College examination, the former with 3,207 marks, and the latter with 2,626 marks. Capt. Henderson came out third on the list, which is very creditable; but Capt. Robinson, though so qualified, does not seem destined, as there are only a limited number of vacancies.

At the opium sale at Calcutta on the 1st instant, there was very little competition and less excitement. Pitas realised on an average Rs. 1,040, and Burees on Rs. 1,055 to Rs. 1,010. The fact that the French Government is not buying doubtless had its effect on the sale. The Government loss will probably be over seven lakhs. Rs. 1,030 was realised for some lots towards the end of the sale.

WHAT is claimed to be the largest torpedo in existence will shortly be launched for the French Government from the Orielle Yard, at Nantes. The vessel, which is to be named *Languedoc*, was laid down a year ago. She will be provided with twin screws, and is expected to develop a speed of twenty-nin knots. In addition to her torpedo armament, she will carry three quick-firing guns.

The first instalment of the Tapling Collection of Postage Stamps, bequeathed to the British Museum in 1891 by the late Thomas Tapling, Esq., M. P. for South Leicestershire, has been placed on view in the King's Library. Mr. Tapling was collecting for upwards of 30 years, and spent over £20,000 on the collection, now valued at more than twice that sum. There is only one other collection in the world with any pretence to equal or surpass it. The small amount of space available for the exhibition, and the effect of light on the specimens will necessitate their being frequently changed.

On Thursday, 17th inst., writes the Malacca correspondent of the *Singapore Free Press*, a python about 12 feet long was seen to come from the back of houses No. 4 Fort Road, where some clearing has been lately made, and to take refuge under the pier. It was hunted out and captured on Friday morning. When the python was caught the following snake story was told in an old restaurant. Some time ago, near China, a very ugly snake was heard in a small pond. It was thought that people went there to bathe, but as the spot was rather far from a house this explanation was not satisfactory, so which was kept. When the watcher heard the splashing commence he went to the pond, and saw a huge python with his tail round a tree on one side of the pond, and his head round a tree on the other side. The middle part of the body hung low enough to reach the water; and the reptile was sawing itself violently from side to side splashing the water out of the pond. When there was little water left the snake went down into the pond and easily devoured the fish which were in the shallow water. This might have come from America; but the narrator vouches for its truth, and I do not care to question it.

A WASHINGTON telegram to the *Tacoma Ledger* states that Admiral Harmon's retirement, for which the navy department had been criticized, was in strict accordance with his written request. He sailed the department from Hongkong March 13, asking to be ordered home and retired upon his arrival in the United States. He suggested June 7 as the most convenient date of departure. In the letter of March 13 he, after asking detachment, said: 'And upon my arrival in the United States, which fact I will report by telegraph, I will ask that I may be placed on the retired list as authorized by statute, having served over forty years continuously in the navy of the United States.' On April 24 the president approved the application to take effect upon the admiral's arrival in the United States, which was June 26, as reported by the naval agent at San Francisco, and the order was issued placing him on the retired list. The next day the admiral telegraphed his arrival and asked to be retired June 29, but it was impossible to change the date as the order was already issued and mailed to him.

To judge from the letter of 'An Interested Member' to the *Foochow Echo* the prospects of a winter race meeting at Foochow are very gloomy. He writes:—The Stewards in conjunction with the C. C. and one or two followers have completely ruined our chances of a good Winter Meeting by doing away with Subscription Griffins to make room for open Griffins, which only one or two really wanted. The list for open Griffins when it was withdrawn had I believe only four names down, and without much chance as far as I can see of the number being materially increased. The Stewards seem to be utterly uninterested. Only one of them down for open Griffins, while two others put down their names jointly for one subscription pony. The few old ponies that are in the Fort are insufficient to make a Meeting, being only about fifteen altogether, and most of them are hacks; the only ones likely to be entered are *Woodman*, *Kelpie*, *Fleur de Rose*, *Kismet* and perhaps *Ti-mouse*. Captain Hope is sorry to hear it is giving up racing in Foochow for private reasons, and I hear his ponies will be sold at Amoy, so we cannot count on any of his lot. The Stewards of the Race Club are elected for the purpose of furthering the interests of the Race Club, and to promote racing in Foochow. They seem to be in the lead in the indictment—were too general to enable the accused to make his defense.

His Lordship thought Mr. Francis should inquire in the indictment details of the particulars of the false trade description complained of. The accused pleaded, Mr. Robinson took a technical objection to the indictment and asked his Lordship either to order its amendment or to quash the indictment. He maintained that the particulars of the indictment were too general to enable the accused to make his defense. A novelty has been introduced into Foochow in the form of cheap Chinese literature, with the view of encouraging reading amongst the poorer class. The books are said to have been printed in Japan. They are neatly got up and of a handy size, and are on various subjects, some classical and some historical, with a large proportion of simple moral tales.

We do not hear of any great amount of damage having been done by the blow of Monday, 11th inst. Here and there tiles were lost and stones washed away by the driven rain, but beyond this the foreign houses suffered but little.

That three or four of the noble sirs on the hill had fallen. There was some little trouble on the river as usual, and one of the foreign cargo-boats laden with tea came to a standstill, the southern slogan came in and they had a short but mighty struggle.

Briggs and Lockwood to the river side at time, and finally drove on to clean up their boats and rowed back to the river.

Mr. C. Hardwig

Mr. G. Holme

Mr. B. R. Joyce

Mr. F. P. Hermet

Mr. Thomas Howard

Mr. V. Kofod

Mr. W. H. E. Lorley

Mr. W. H. McLean

Mr. W. H. Ramsay

Mr. W. H. Robertson

Mr. E. J. Hagen

Mr. G. Tomlin

# THE CHINA MAIL.

No. 9553.—SEPTEMBER 21, 1893.

## Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG, 1893.

(SUBJECT TO ALTERATION).

Tacoma..... Thursday Sept. 23.

Seattle..... Thursday Oct. 19.

Victoria..... Thursday Nov. 9.

Tacoma..... Tuesday Dec. 12.

Seattle..... Tuesday Jan. 2/94.

THE Steamship TACOMA, Captain J. HILL, H.N.R., sailing at Noon, on THURSDAY, the 28th September, will proceed to VICTORIA, B.C., and TACOMA via SHANGHAI, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadians and United States Points.

Consignee Invoices of Goods for United States Points should be in quadruplicate; and one copy must be forwarded by steamer to the care of The Freight Agents, Northern Pacific Railroad, Tacoma, Wash.

Please send to our Office with address marked in blue by 6 p.m., on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, GARNILL & CO.,

Agents.

Hongkong, August 29, 1893. 1514

## NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,

COLOMBO, ADEN, SUWEZ,

PORT SAID,

MEDITERRANEAN AND

BLACK SEA PORTS, ALEXANDRIA,

MARSEILLES, LONDON,

HAVRE AND BORDEAUX:

ALSO

PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 4th October, 1893, at Noon, the Company's S.S. MELBOURNE, Commandant VIMONT, with MAIIS, PASSENGERS, SPECIE, and GARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted at Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 3rd October, 1893. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. de CHAMPAUX,

Agent.

Hongkong, September 20, 1893. 1534

## Intimations.

### FOR SALE.

A COMPLETE REPRINT in Pamphlet Form, of the proceedings in the RECENT LILIE CASE of

REGINA V. PITMAN, containing the whole of the Proceedings in the Police Court, full report of the trial in Criminal Sessions, with connected Correspondence and comments of the Press.

To which is now added a Report of the Case of

PITMAN V. EKESWICK AND OTHERS.

Price per Copy, 15 CENTS per Copy.

CHINA MAIL OFFICE,

Hongkong, May 17, 1893. 905

### FOR SALE.

CHINESE SCHOOL BOOKS: SAM-TS-Z-KING, TS-SIN-TS-Z-MAN.

LITERALLY TRANSLATED AND EXPLAINED

BY

DR. E. J. EITEL.

PRICE: 15 CENTS per Copy.

CHINA MAIL OFFICE,

Hongkong, May 17, 1893. 905

THE SAPPHIRE MILD APERTIVE FOR ACIDITY OF THE STOMACH, HEARTBURN, HEADACHE, GOUT AND INDIGESTION.

DINNEFORD'S FLUID MAGNESIA

SOLD THROUGH THE WORLD.

N. B.—ASK FOR DINNEFORD'S MAGNESIA.

Agents.—A. S. WATSON & CO., Hongkong.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1893.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

TWIN SCREW STEAMERS—10,000 HORSE POWER.

PROPOSED SAILINGS FROM HONGKONG.

EMPERESS OF JAPAN..... 6,000 Tons. WEDNESDAY..... 4th October.

EMPERESS OF CHINA..... 6,000 d. WEDNESDAY..... 1st November.

EMPERESS OF INDIA..... 6,000 d. WEDNESDAY..... 29th November.

THE STEAMERS of this Line pass through the famous INLAND SEA of JAPAN, and call at VICTORIA, B.C., to land and embark passengers that of any other Trans-Pacific Line.

Passengers booked to all the principal points in Canada and United States, and also through to Great Britain and the Continent of Europe at current rates, with passengers' choice of Atlantic line.

RETURN TICKETS.—Time limit for prepaid return ticket is reckoned from date of re-embarking at Vancouver.

Special Rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, and to European officials in service of China or Japan.

The Canadian Pacific Railway is the only Trans-continental Line extending from the Pacific to the Atlantic Ocean, and running its own Sleeping Coaches through without change. The Dining Cars and Mountain Hotels on the Route are owned by the Company and their appointments and cuisine are unexcelled.

The Steamers on the Pacific and all Day, Sleeping and Dining Cars are comfortably heated by Steam during the Winter Season.

For further information as to Passage and Freight, apply to

D. E. BROWN, General Agent.

Hongkong, September 6, 1893. 1563

Intimations.

### SHARE LIST—QUOTATIONS.—SEPT. 21, 1893.

Stocks. Nos. of Shares. Face. Paud-up. Closing Quotations, last.

BANKS.

Hongkong and Shanghai Bank, Ltd. 80,000 £ 125 all 100% prem., sellers

New Issue.

Bank of China, Japan and Straits, Ltd. 99,875 £ 10 £ 1.15 50 cents, sellers

Li. \$1,250,000 £ 10 £ 1.20, sellers

National Bank of China, Limited. ... £ 10 £ 10.10 \$27, sellers

MARINE INSURANCES.

Canton Insurance Office Co., Ltd. 10,000 £ 250 all 5119, buyers

China Traders Insurance Co., Ltd. 24,000 £ 80,333 25 549, ex div., sales

North China Insurance Co., Ltd. 5,000 £ 20 50,115, buyers

Strata Insurance Co., Ltd. 10,000 £ 10 20 3114, sellers

Union Insurance Society of London. 10,000 £ 25 50,382, buyers

Hangchow Insurance Co., Ltd. 8,000 £ 100 al. \$10, sellers

PIRE INSURANCES.

China Fire Insurance Co., Ltd. 20,000 £ 100 20 860, sellers

Hongkong Fire Insurance Co., Ltd. 8,000 £ 25 50 195, sellers

Strata Fire Insurance Co., Ltd. 20,000 £ 100 20 817, sellers

DOCKS.

Hongkong & Whampoa Dock Co., Ltd. 12,500 £ 125 all 71 7% prem., buyers

China and Manilla S. S. Co., Ltd. 5,000 £ 50 all 825

Douglas Steamship Co., Limited. 20,000 £ 50 al. \$41, sales and buyers

H. K. & C. M. Steamship Co., Ltd. 30,000 £ 25 50 250, sellers

Indo-China S. N. Company, Limited. 50,000 £ 10 al. 55% div., sellers

Steam Launch Company, Limited. 2,000 £ 50 50 320

China Mutual S. N. Co. 20,000 £ 100 10 22, nom.

Do. (new issue) 20,000 £ 100 10 21

REFINERIES.

China Sugar Company, Limited. 15,000 £ 100 al. \$150, sellers

China Sugar Company, Limited. 7,000 £ 100 al. \$325, sellers

H.K. & Kow. Wheel & Gidow Co. 2,000 £ 50 all 385, sellers

Wanchai Warehouse and Storage Company, Limited. ....

LAND AND BUILDING.

Hongkong Land Investment and Agency Company, Limited. ....

Kowloon Land and Building Company. ....

Humphrys' Estate & Finance Co. 1,000 £ 10 al. \$14

West Point Building Co., Limited. 12,500 £ 50 al. \$20, sellers

H.K. Eighth-Level Tramways Co., Ltd. 1,200 £ 10 al. \$675

MINING.

Jejebu Mining & Trading Co., Ltd. 15,000 £ 5 al. \$54, sellers

Punjab Mining Co., Ltd. 50,000 £ 45 32,500, sales

Societe Francaise des Charbonnages du Tonkin. 8,000 Frs. 50 £ 500 \$60, sales and buyers

The Balmoral Gold M'g Co., Ltd. 15,000 £ 1 al. 25 cents

New Imors Mines, Limited. 17,000 £ 1 17/0 nom.

Raub Gold & Mining Co., Ltd. 20,000 £ 1 13/4 644, sellers

Societe Francaise des Houilleres de Tourane. 8,000 Frs. 500 £ 50 nom.

SMELTING, ETC.

China-Borneo Company, Ltd. 7,500 £ 11/8 55 51, buyers

H. G. Brown & Co., Limited. 6,000 £ 50 al. \$10

HOTELS, ETC.

Austin Arms Hotel and Building Company, Limited. 4,000 £ 50 al. \$10, sellers

Hongkong Hotel Company, Ltd. 3,000 al. \$10,000, issued

DISPENSARIES.

A. S. Watson & Co., Limited. 60,000 £ 10 al. \$10, sales and sellers

Dakin, Cruckshank & Co., Ltd. 60,000 £ 5 al. \$15, sellers

LIGHTING.

H.K. and China Gas Co., Limited. 7,000 £ 10 al. \$105, buyers

Hongkong Electric Co., Limited. 30,000 £ 10 al. \$63,10, sales

BRICK AND CEMENT.

Green Island Cement Co., Ltd. 20,000 £ 50 al. \$1, buyers

Hongkong Brick & Cement Co., Ltd. 4,000 £ 15 al. \$12,50 53

MEDICAL.

Gambell, Morris & Co., Limited. 1,200 £ 10 al. \$4

Geo. Ferrier & Co., Limited. 6,000 £ 25 al. \$15, buyers

Hongkong Bakery Company, Ltd. 600 £ 50 al. \$55

Hongkong Dairy Farm Co., Ltd. 3,000 £ 5